

APPENDIX N

PUBLIC MEETING SUMMARY

**Military Road/Missouri Avenue Transportation Study**  
**Summary of Public Meetings**  
**June 2<sup>nd</sup> and June 4<sup>th</sup> 2003**

The District Department of Transportation is proposing to investigate traffic and truck management improvements in the Military Road and Missouri Avenue corridor, from Blair Road, NE to Wisconsin Avenue, NW. These efforts are in response to citizen concerns regarding excessive traffic, speeding and safety issues. Due to the large size of the study area, two public meetings were held to kick-off the project. The first meeting was held on June 2<sup>nd</sup> on the western end of the corridor at the Chevy Chase Public Library. The second meeting was held on June 4<sup>th</sup> on the eastern end of the corridor at the Juanita E. Thornton Public Library. The following is summary of each of the meetings.

**June 2<sup>nd</sup>, 2003 West Side of Rock Creek Park**

Approximately 65 people were in attendance. Of this, 44 people signed in and will be added to the Military Road/Missouri Avenue mailing list to be notified for all future meetings regarding this study.

Key issues raised by participants:

**Speeding**

- Problem along entire corridor
- Speed limits need to be more uniform throughout the corridor
- Oregon to 16<sup>th</sup> in Rock Creek Park generates a lot of speeding
- Who has jurisdiction to police speeding within the Rock Creek Park?
- Need to include police for any walk-throughs of the study area
- Police lack a safe place to set up speed monitoring equipment
- The eleven traffic lights along the corridor are not controlling the speeding, should they be desynchronized?
- What are the costs of speed monitoring cameras?
- Solving the speeding problem first, may solve other problems.

**Signalization and Signage**

- At the Reno/41<sup>st</sup> intersection there is a sign that indicates that speeding is monitored by radar but this is not enforced.
- Red light running is a significant problem along the corridor-this should be factored into the traffic model.

**Turning Movements**

- Turns onto 30th and 31<sup>st</sup> streets are extremely difficult
- The hill at 31st street allows for speeding on Military Road
- The light does not allow for enough turning time
- The Presbyterian Home is located at 31st Street

**Parking**

- Parking needs to be assessed along the entire corridor
- On-street parking can increase accidents by as much as 35 percent (consultant comment)
- Most citizens want to keep on-street parking as a pedestrian safety measure.
- Parking on 38th street cause visibility issues when pulling onto Military Road

**Bus and Truck Traffic**

- Both Metro buses and school buses are observed speeding along the corridor.
- Development in Friendship Heights will likely increase the demand for cross town metro buses on Military Road.
- High volume of trucks beginning early in the morning from 4:00 am to throughout the day
- Can weight limits be set for trucks on Military Road?
- Citizens would not support any effort to increase capacity of truck traffic on corridor
- Buses and trucks kicking up grit from the road
- Buses and trucks causing significant vibration to windows and houses
- Need to investigate what Maryland is doing to divert truck traffic from east-west crossings which may be increasing the volume on Military Road
- Need to identify routes used by dump trucks

**Road Conditions**

- Citizens would not support any road widening measures that would increase capacity on Military Road/Missouri Avenue.
- North side of Military Road between 30th and 32nd – the curb is disintegrating. Street conditions should be assessed as part of the study
- Weather related road condition problems on Military Road and 31<sup>st</sup> street

**Other Issues**

- Should Military Road be taken off the Federal Highway system?

**Regulatory**

- What are the specific regulations regarding the federal classification of Military Road?
- How will these restrictions affect proposed traffic calming measures?

**June 4<sup>th</sup> East Side of Rock Creek Park**

Approximately 22 people were in attendance. Of this number, 18 signed in on the sign-in sheet and will be added to the Military Road/Missouri Avenue mailing list to be notified of all upcoming meetings.

Key issues raised by participants:

**Historic Sites**

- Keep historic fabric of neighborhood in tact.
- Military Road School
- Masonic Building

**Speeding**

- Missouri Avenue, eastbound in the evening especially at the intersection of Georgia Avenue
- Speed limits are not enforced on Missouri Avenue

**Queuing**

- Back-ups at Missouri Avenue/North Capitol Street intersection, sometimes extends 3 or 4 blocks to south, east and west
- Lights may need to be retimed along Missouri Avenue
- At Military/Reno/41<sup>st</sup> Street intersection excessive back-ups from commuter traffic during rush hours

**Pedestrian Crossings**

- Children at risk crossing Missouri Avenue to get to local schools, particularly at Brightwood and Paul Junior High
- Can inventory of sidewalks be part of the study?
- Pedestrian crossing at 27<sup>th</sup> and 31<sup>st</sup> Streets should be part of the study. Two retirement homes are located in this area. The elderly have slower crossing times.
- How will pedestrian traffic be measured and studied?

**Development**

- How will the additional development in Friendship Heights impact the cross town traffic on Military Road?

**Turning Movements**

- At the intersection of Military and 13<sup>th</sup> /14<sup>th</sup> Streets cars are making u-turns when the traffic backs up eastbound in the morning rush hour to avoid back-ups at 16<sup>th</sup> Street
- No left turns onto 13th causes back ups
- Need to study a possible left-turn lane at 14<sup>th</sup> street eastbound

**Truck Traffic**

- Metropolitan Police Department should be checking truck weight
- Too many uncovered trucks with debris
- What are the weight restrictions for trucks on Military Road/Missouri Avenue, what are the weight restrictions of the federal regulations?

**Other Issues**

- Need to compare different or implemented regulations proposed by Maryland and Virginia governments

**Military Road/Missouri Avenue Transportation Study**  
**Summary of Public Meetings**  
**September 10 and September 15 2003**

The District Department of Transportation collected data during June and September 2003 to determine possible traffic and truck management improvements in the Military Road and Missouri Avenue corridor, from Blair Road, NE to Wisconsin Avenue, NW. From these data, preliminary suggestions for short- and long-term improvements for the study area were created. These efforts are in response to citizen concerns regarding excessive traffic, speeding, and safety issues. Due to the large size of the study area, two public meetings were held to allow for citizen comments on the preliminary improvement suggestions. The first meeting was held on September 10, 2003 on the eastern end of the corridor at the Juanita E. Thornton Public Library. The second meeting was held on September 15, 2003 on the western end of the corridor at the Chevy Chase Community Center. The following is summary of each of the meetings.

**September 10, 2003 East Side of Rock Creek Park**

A total of seven people were in attendance, in addition to the study staff. All seven signed in and will be added to the existing Military Road/Missouri Avenue mailing list to be notified for future meetings regarding this study.

Key issues raised by participants regarding the proposed improvements:

**General**

- Please provide copies of the draft report to all ANC's in the study area.
- How will the opinions of law enforcement and EMS workers be incorporated into these preliminary improvements?

**14<sup>th</sup> Street to Georgia Avenue**

- Under this improvement, how would you make a left onto Colorado Avenue from westbound Missouri Avenue?
- The existing U-turn movement at this intersection is not illegal, but "unusual."
- Is an additional movement available south of Georgia Avenue on 9<sup>th</sup> Street?
- Where Colorado Avenue crosses Georgia Avenue, improvements may limit access to the community (ANC4A05 is in this area).
- At the Colorado Avenue/Georgia Avenue intersection, is parking an issue?
  - How will these improvements affect the communities who utilize the commercial area at Rock Creek Ford?
  - Look into phasing this intersection.
- Is it possible to estimate traffic going westbound on Missouri Avenue that gets back to Georgia Avenue by going down 13<sup>th</sup> Street and then back over to Georgia Avenue?

**New Hampshire Avenue to Blair Road**

- The intersection of Blair Road and Missouri Avenue is disjointed.
- Requested that sidewalks be put along Blair Road.

### **Missouri Avenue/North Capitol Street**

- Is there any opportunity for bus pull- out space at this intersection, in either direction but especially westbound?
- All opportunities for bus right-of-way should be considered

### **Other**

- At Kennedy Street, making a left onto New Hampshire Avenue, what improvements are being proposed? It is awkward to go through this intersection and this was not addressed in the study.

### **September 15, 2003 West Side of Rock Creek Park**

Approximately 25 people were in attendance. Of this number, 21 signed in on the sign-in sheet and will added to the existing Military Road/Missouri Avenue mailing list to be notified of all upcoming meetings.

Key issues raised by participants regarding proposed improvements:

### **General**

- The model used does not appear to capture the speeding problem.
- Next meeting is scheduled during the local ANC meeting, can this meeting time be changed?

### **Nebraska Avenue to 27<sup>th</sup> Street**

- What is the impact of the proposed suggestion to reduce lanes from four lanes to three lanes, with a new center turn lane? What will this do to queuing in other places?
- What is the impact to traffic of busses traveling westbound and stopping in the one lane?
- Residents have been told that Metro will not move bus stops, how will this be handled?
- Would the "E" bus route need to be relocated?
- At the bus pull- out at Oregon Avenue and Military Road, busses currently have a hard time pulling back out into traffic. Will this also be a problem for the proposed bus pull- outs?
- With the reduced right-of-way, will places be available for police to pull over speeders and other offenders?
- What will happen to parking? Currently residents can park on the street during the day and other non-rush hour times.
- Residents are concerned with the speed of traffic and would like to see red-light and speed cameras.
- Along Military Road, buffer area between the street and grass area is not of an adequate size for resident safety. Can this area be enlarged?
- With wider lanes, what is the impact to speed and the resulting noise?
- **The three lane configuration has been used at Reno Road. This was very successful and has been an improvement.**

- 28<sup>th</sup> and 29<sup>th</sup> Streets, off of Military Road, are not flush with the signal and getting out onto Military Road is a problem.
- At 29<sup>th</sup> Street, motorists wait through 3 cycles of the light before they are able to get out onto Military Road.
- In the winter, the eastbound hill approaching 27<sup>th</sup> Street freezes and traffic is reduced to one lane.
- Will increasing the lane width to 12 feet increase the number of wide-load trucks? Do not want to encourage wide-load trucks coming through this area.

#### **Western Avenue/Military Road**

- **At the Embassy Suites, cars park at all hours. The entrance and exit are both on Military Road and this impedes the flow of traffic. Coordination with the hotel is impractical and moving either the entrance or exit off of Military Road should be considered.**
- These improvements do not appear to anticipate future building in the Chevy Chase Center (Western Avenue/Military Road) area.
- The intersection of 41<sup>st</sup> Street and Nebraska Avenue currently has a No Left Turn restriction during the AM rush hour. However, a left turn onto Western Avenue is permitted that allows traffic to get onto Military Road. Suggest restricting the left turn onto Western Avenue as well in order to decrease traffic on Military Road, where there are large back-ups.

#### **Military Road/41<sup>st</sup> Street/Reno Road**

- There is opposition to taking away the curb to widen the right-of-way in this area. It is felt that there is no need for a dedicated right hand turn lane as most of the traffic at this intersection is thru traffic. Furthermore, a dedicated right hand turn lane onto Reno Road would only serve to increase traffic on this street. This suggestion would increase traffic and not make things safer for the residents.
- Suggest implementing an alternating lane for rush hour periods, as is used on Connecticut Avenue.
- Widening the street in front of the town houses is a horrible idea, it infringes on the little green space there and decreases safety. Blocking of 41<sup>st</sup> Street is preferred to widening Military Road.
- Widening of Military Road would set the precedent for street widening in the area.
- Consider implementing a 5 ton truck limit.
- Many people use it as a two lane road now, width for two lanes is already present, just need the striping.
- At 41<sup>st</sup> Street/Military Road flip parking from north to south side of Military Road, and also lengthen time of left turn restriction at the intersection from Military Road turning left onto Reno Road.

#### **Other**

- The speed change from Park Road to 27<sup>th</sup> Street is very abrupt, is there anything that can be done to make this change less sudden?
- The area between 27<sup>th</sup> Street and Oregon Avenue has a high number of speeders and high accident rates. Suggest when going from four lanes to three lanes, extend the

four lanes to 23<sup>rd</sup> and Oregon. The merge should be before the school (St. Johns), rather than after.

- Pedestrian signals don't really work (i.e. Livingston Street and 41<sup>st</sup> Street). Having to wait up to 1 ½ minutes before the signal turns defeats the purpose of having the push button signal.